

U.S. Department
of Transportation
United States
Coast Guard



Commander
Eighth Coast Guard District
Hale Boggs Federal Building

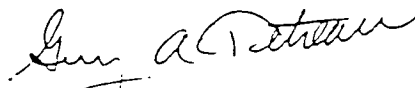
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16711
21 June 1995

From: Commander, Eighth Coast Guard District
To: Distribution

Subj: SAIL TRAINING VESSEL FACT SHEET

1. Enclosure (1) is forwarded for your information.


G. A. TETREAU
By direction

Encl: (1) COMDT (G-MVI-1) ltr 16711 of 4 May 1995

Dist: All Eighth District District MSOs and MSDs

U.S. Department
of Transportation

United States
Coast Guard



Commandant
United States Coast Guard

Washington, D.C. 20593-0001
Staff Symbol: G-MVI-1000
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MAY 17 1995

MAY 04 1995

From: Commandant
To : Distribution

Subj: SAIL TRAINING VESSEL FACT SHEET

1. The enclosed fact sheet was developed between Commandant (G-MVI-1) and D1(mvs). The pamphlet was developed to provide marine safety personnel with the laws and regulations applicable to foreign sail training vessel and help answer questions from vessel owners, operators and sponsoring organizations.
2. Please consider distributing a copy of this handout to all marine safety units and appropriate sail training organizations with in your district.

A handwritten signature in cursive script, appearing to read "J.M. Holmes".
J.M. HOLMES
By direction

Enclosure

Distribution: All Districts(m)



MARINE SAFETY DIVISION (M)
FIRST COAST GUARD DISTRICT
408 ATLANTIC AVE.
BOSTON, MASS. 02110

(617) 223-8447

SAIL TRAINING VESSEL



FACT SHEET

Regulations Pertaining to Sail Training Vessels in U.S. waters

Foreign sail training vessels are subject to inspection under 46 USC Chapter 33. Reciprocity is accorded to vessels of countries that are parties to SOLAS (Safety of Life at Sea) under 46 USC 3303(a). Foreign-flag vessels calling at U.S. ports should consider the following:

Certification: Foreign sail training vessels operating in U.S. waters should be certificated by their flag state or classification society as a sail training vessel. Vessels of 500 or more gross tons must have either a SOLAS certificate or an IMO (International Maritime Organization) Code of Safety for Special Purpose Ships Certificate. Alternately, vessels may apply to the U.S. Coast Guard for inspection under 46 CFR 169, Subchapter R. Foreign sail training vessels may also require a currently endorsed loadline, safety construction, safety equipment, radiotelegraph, and other SOLAS certificates, depending on the vessel's size and route.

Passengers: SOLAS 74 requires that vessels carrying more than 12 passengers have a valid SOLAS Passenger Ship Safety Certificate, and meet certain lifesaving and fire protection standards of SOLAS passenger vessels [Resolution 547(13)]. Foreign sail training vessels may embark students from U.S. ports for training and instruction, provided the vessel is so certified by the vessel's flag state. Passengers, however, may not be carried aboard sail training vessels unless the vessel is certified to meet the rules and regulations governing such service (46 CFR 169.103). Vessels may also apply to the Coast Guard for a Moored Attraction Vessel Certificate that allows the embarkation of passengers at the dock only.

Coastwise Trade: Foreign sail training vessels operating under a bona fide course of sailing instruction are not considered to be engaged in coastwise trade or in violation of the Jones Act.

Casualty reporting: 46 CFR 4.05 requires that casualties; or incidents that adversely affect the seaworthiness of the vessel; as well as any grounding, loss of propulsion, steering failure, death or injury that requires treatment beyond first aid; and any damage in excess of \$25,000, be reported to the U.S. Coast Guard as soon as possible.



Pollution Prevention: Foreign sailing training vessels operating in U.S. Waters are subject to MARPOL regulations as well as other U.S. environmental laws and regulations. If your vessel's fuel capacity is 250 barrels (bbls) or more and you intend to bunker within U.S. waters, you must comply with the Oil Pollution Prevention Regulations (33 CFR 155 & 156). All vessels that are 300 gross tons or more must have a Certificate of Financial Responsibility.



Oil Discharge: MARPOL Annex I stipulates that within 12 nautical miles (NM) from shore vessels may not discharge more than 15 ppm (parts per million) of oil. A sheen may not be created. Beyond 12 NM, vessels may not discharge more than 100 ppm, with an oily water separator, monitor and alarm. Oil or oily water mixture must not originate from machinery space bilges. Total discharge must be less than 30 liters per NM. A sheen may not be created.



Garbage Discharge: Under MARPOL Annex V and U.S. law, it is illegal for any vessel to discharge plastics or garbage containing plastics into any waters. Additional restrictions on dumping non-plastic waste are as follows: within 3 NM of shore, vessels may not dump plastics or any other types of trash; 3-12 NM of shore, vessels may not dump plastics, dunnage, lining or packing materials that float as well as all other trash that is not ground to less than one inch; 12-25 NM of shore, vessels may not dump plastics, dunnage, lining and packing materials that float; outside of 25 NM, vessels may not dump plastics.



Sewage Discharge: Discharge of raw sewage from a vessel in U.S. waters (within 3 NM from shore) is illegal. Vessels with installed toilets must have either; a marine sanitation device (MSD) that is certified to meet Coast Guard standards; or that meets the IMO Certificate of Type test; or a holding tank that meets 33 CFR 159.12a. Vessels over 65 feet in length that have a certified MSD must have either a Type II or Type III device.



Penalties: A person who knowingly violates applicable MARPOL regulations and/or applicable U.S. environmental laws and regulations is subject to criminal prosecution which could result in substantial penalties and/or imprisonment.

? If you have any questions about the information printed here, contact the nearest U.S. Coast Guard Marine Safety Office.